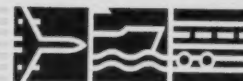




Transport  
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Issue 1/2011

# Feedback

Canadian Aviation Service Difficulty Reports

TP 6980E  
(3/2011)



TC-1004287



Canada

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*Feedback* is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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[www.tc.gc.ca/eng/civilaviation/certification/continuing-feedback-menu-703.htm](http://www.tc.gc.ca/eng/civilaviation/certification/continuing-feedback-menu-703.htm)

The articles contained in *Feedback* are derived from Service Difficulty Reports (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 521.

SDRs are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

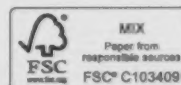
All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

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TP 6980E  
 (01/2011)

TC-1004287



# HANGAR NOISE

## The importance of flight crew and maintenance engineer communication

It was during a standard takeoff and shortly after rotation when the #2 engine of a Beech 200 inadvertently lost power. To make matters worse during this critical phase of flight, the failing engines propeller did not auto-feather, further impairing the aeroplanes ability to climb.

The flight crew manually selected the failed engine into feather, continued their climb to an adequate altitude and returned safely back to the airport.

Upon investigating the #2 engine power loss, it was noted that the friction knob was loose and in this position with both throttle levers set to full power and released, the right throttle lever would inadvertently move back to flight idle but the left throttle lever would remain in the full power position.

As a standard procedure and during a normal take-off, the captain's right hand would have been on the throttle levers with the first officer's left hand firmly behind it. After take-off the captain would promptly return his right hand back on to the control wheel and the co-pilot's left hand would have moved to select gear up.

As confirmed by the flight crew, this is when the aeroplane experienced the #2 engine power loss. Therefore it was suspected that with the throttle lever friction knob set in a loose position, the right throttle lever could have

moved back towards the flight idle position, causing the #2 engine to lose take-off power. Also with the right throttle lever back in its flight idle position, the auto-feather switches would not have been made, disabling the auto feather function for that engine.

The right throttle lever cable assembly was replaced and as a precautionary action, this included the high-pressure fuel pump, the main engine fuel control unit and flow divider. The complete fuel system was inspected for any possible blockage and a full functional test was performed to confirm for correct throttle power lever system control. Engine runs were carried out with the auto-feather system testing serviceable and a test flight was completed.

All shop teardown reports for the fuel pump, control unit and flow divider came back as serviceable with no significant faults found, confirming the suspected throttle cable failure.

Through the maintenance engineer's determination to investigate and communicate with the flight crew, the root cause failure of the throttle cable was confirmed, with all other possible scenarios addressed.

A job well done by all involved in promoting a high level of aviation safety. ✖

## Electrical Dual Bus Diode – Failed

### SDR submitted:

On approach and following the landing gear “down” selection; there was an immediate loss of all engine instruments other than the R/H engine torque gauge. In addition, the captain’s ADI, propeller auto feather, pitot heat and intercom function were lost. The crew also noted that there was no “gear down and locked” indication. The gear doors were open however, the gear was still in the wheel wells but slightly extended. All other aircraft indications were normal, no circuit breakers had popped and the inverters and generators appeared to be functioning normally.

The crew then declared an emergency and diverted to the nearest airport with emergency facilities. On approach to the alternate airport; the crew manually extended the landing gear; however, there was still no “green” indications. Just before final landing; all of the failed aircraft systems indications came back on line, including all three of the landing gear “green” indications. An uneventful landing was carried out.

Maintenance was dispatched to investigate and found the wire number P11A6 between terminal block 106 and dual bus diode assembly was loose. It was found that additional heat had damaged the CR2 diode. The

CR2 diode was replaced on #2 bus diode assemblies and the wire was re-torqued. Dual bus conformity check was then completed in accordance with the aircraft maintenance instructions.

The aircraft returned to home base and inspected further as a precautionary measure related to the R/H bus failure. Wire P11A6 between terminal block 106 and the dual bus diode was replaced due to possible heat damage. The operator stated that a defect history search revealed no other similar events of this specific nature.

### Transport Canada Comments:

*When inspecting or installing power diodes; it is important to ensure that the diode is firmly attached to its respective mounting, which serves as a heat sink. Diodes that carry substantial current will become overheated/damaged unless the heat is conducted away by the mounting structure. It is important to have maximum metal-to-metal contact between the base of the diode and the mounting structure. Electrical current and voltage ratings determine its physical size of a diode with the larger power diodes capable of carrying over 2500A. ✖*

## Fuel Imbalance Fault Findings

### SDR submitted:

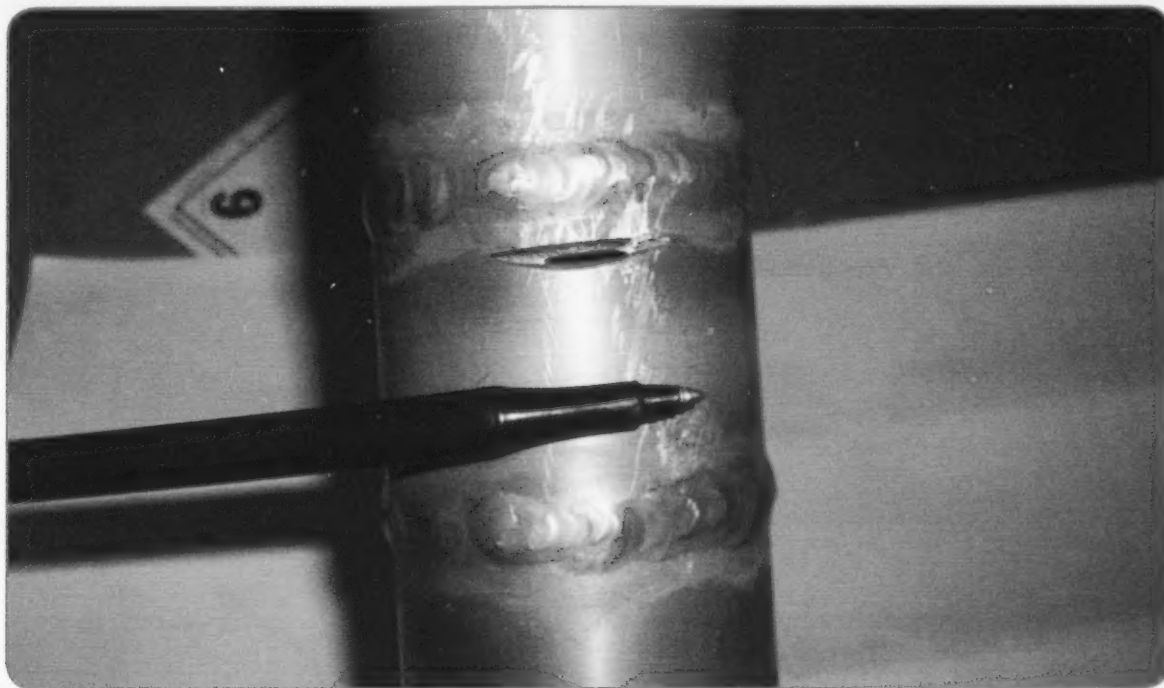
The aeroplane had repeat logbook snag entries for left wing fuel imbalances. After multiple No-Fault-Found (NFF), maintenance troubleshooting eventually led to the finding of a fuel pressure line coming from the left centre tank override pump being chaffed through.

The fuel line was replaced and the aeroplane made serviceable.

### Transport Canada Comments:

*Fuel imbalances on any aeroplane size and type can cause serious operational concerns if the flight crew is not able to properly address the fault while in flight.*

*It is essential that a complete and thorough internal and external fuel system component inspection be done when a fuel imbalance snag is raised. ✖*



## Hydraulic Mist in Cockpit (Ruptured Hose)

### SDR submitted:

After take-off and during landing gear up selection; a loud "whooshing" sound was heard by the crew and what appeared at the time to be smoke coming from behind the instrument panel. Shortly thereafter, it was soon realized that it was mist and fumes from hydraulic fluid. The crew was able to don their respective facemasks but not before undergoing extreme respiratory distress and eye irritation.

Subsequent maintenance investigation found that the nose landing gear "up line" had ruptured below the flight

compartment floor between FS 37 and FS 97. The fumes had migrated into the cockpit area.

### Transport Canada Comments:

*Transport Canada Civil Aviation recommends that operators comply with Bombardier Aerospace Service Bulletins 8-29-32 (Cryoflare Hydraulic Fittings) and 8-29-41 (CRES Hydraulic Tubing). ✖*



## Engine Harness Chaffing and Arcing

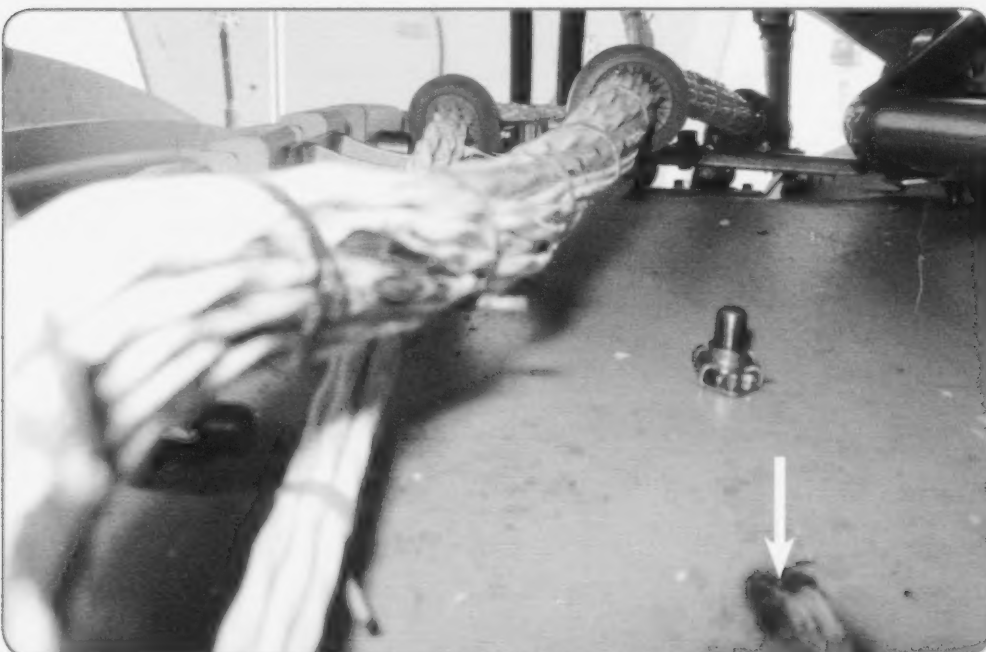
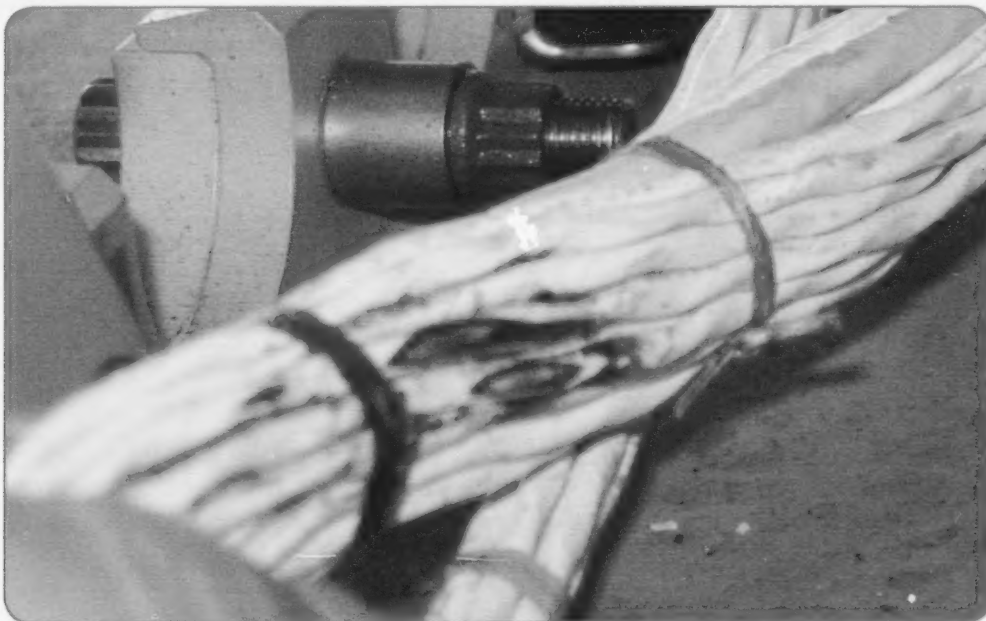
### SDR submitted:

During maintenance troubleshooting for multiple auto-throttle disconnect snags, a harness on the #2 engine fan casing was found chaffed with evidence of arcing at the 12 o'clock position. The affected wires were temporarily repaired and the aeroplane was made serviceable.

### Transport Canada Comments:

*Any form of wire chaffing has the potential for arcing and it is essential that it be quickly corrected. Measures should also be taken to prevent possible future events.*

*Presently, Transport Canada Civil Aviation is working with the manufacturer, General Electric, to investigate for possible additional harness supports. ✖*



## Elevator PCU Rod End Breakage

### SDR submitted:

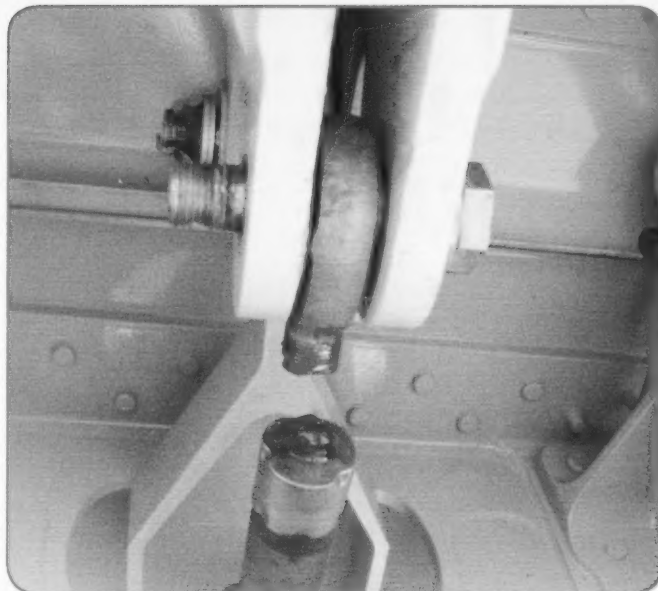
While performing a maintenance task card for an operational check of all elevator PCU's, hydraulic system #1 PCU for the L/H elevator would not return to the neutral position after being pushed to the full nose up position. Maintenance removed the access panel to inspect the elevator PCU area and it was noted that the PCU Rod End had broken free from the PCU Piston. It was later confirmed that the Rod End Bearing and the bolt were both seized, stressing this attachment point and causing the breakage.

A new PCU was installed, the maintenance task card passed all tests and the aeroplane was made serviceable.

### Transport Canada Comments:

*Lubrication of all attaching fasteners and hardware is essential for correct and enduring mechanical operations.*

*Transport Canada Civil Aviation is presently working with Bombardier in determining if all of the Instructions for Continuing Airworthiness (ICA's) is suitable to prevent occurrences as seen below. ✖*



## Brake Disk Failure

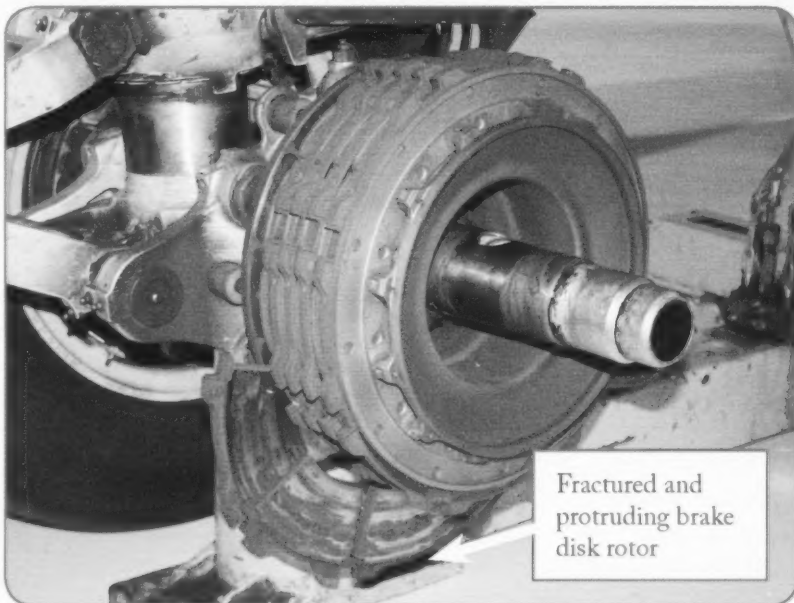
### SDR submitted:

During a routine replacement of the L/H out-board wheel assembly, the technician encountered difficulties installing the tire back on to the main landing gear axle. After a closer inspection, it was noted that one of the five brake carrier assembly rotor disks had fractured, allowing the disk to protrude and prevent the wheel from being fully installed.

The brake assembly was replaced, the new wheel assembly installed and the aeroplane was made serviceable.

### Transport Canada Comments:

*During any form of routine maintenance, even a tire change as stated above, it is essential that all adjoining critical systems be visually inspected prior to the installation of the replacement part as stated in the Aircraft Maintenance Manual. ✖*



## Burnt Electrical Wires – Aft Spar Area

### SDR submitted:

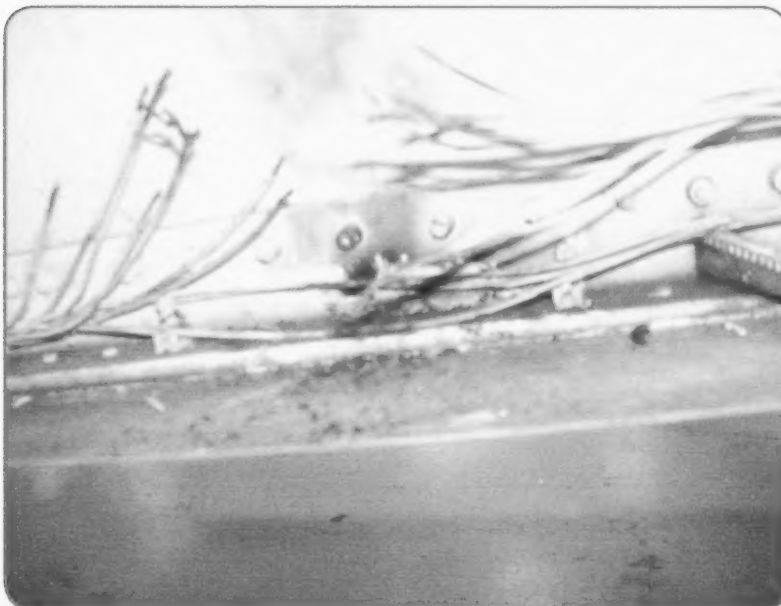
Following a return flight, the crew reported that the R/H auxiliary fuel tank pump was not working. The landing light was inoperative and the circuit breaker kept “popping” when reset.

It was found during troubleshooting that 7 heavy gauge electrical wires that run along the aft side of the aft spar (intersection of fuselage station (FS) 212.00 and wing station (WS) 40.00) had completely burnt through. The R/H fire bottle was found empty and it is believed

that the electrical shorting within the wire bundle was the cause. Electrical wires were found loosely hanging down, inadequately clamped and had been chafing on a rivet head.

### Transport Canada Comments:

*It is essential that personnel pay extra attention to visually inspect electrical wiring, especially on older aircraft. ✖*





## R/H MLG Unsafe Indication – Jammed Grease Nipple

### SDR submitted:

An operator reported an incident in which the aircraft landed with a R/H MLG indication “red unsafe light illuminated”, and no illumination of the R/H “green down and locked light”; both on the cockpit landing gear selector panel and the Alternate Landing Gear indication panel. The unsafe indication illuminated following a normal gear selection.

The crew then used the Alternate Landing Gear extension procedure; however, the R/H MLG still indicated an unsafe position. The flight crew then shutdown the R/H engine and performed an uneventful single engine landing.

A post-occurrence inspection revealed that a grease nipple had somehow dislodged from the R/H landing gear and became jammed in the R/H MLG lock actuator. This prevented the R/H MLG lock mechanism from fully locking down as well as providing an unsafe (green down

and locked) both in the normal and alternate positions. It is believed that the grease nipple had dislodged from the aft lock link, which is located on the aft MLG stabilizer brace assembly.

A closer inspection of this area found that numerous other grease nipples were missing at various locations.

### Transport Canada Comments:

*Further to the above, we highly recommend that operators and maintenance facilities adhere to the recent All Operators Message No. 431 issued by Bombardier Aerospace.*

*This type of grease nipple is common to a number of other aircraft types.*

*It is thus recommended that all maintenance personnel routinely check for loose or missing grease nipples. ✖*



## Bleed Duct Induced Crack

### SDR submitted:

During some troubleshooting maintenance work for a hydraulic leak, the L/H cooling turbine, bleed air tube and associated plumbing were removed to gain access to a failed hydraulic component. Upon inspection of the bleed air tube, prior to reinstallation, it was noted that there was a circumferential crack along the flange weld. The crack had progressed significantly around the tube, almost to the point of complete failure. It was also noticed that at the widest point in the crack, there was what appeared to be a screwdriver tool mark, more than likely induced at an earlier removal of the tube when attempting to remove the V-clamp.

The bleed air tube was replaced, leak checks and functionals carried out and the aeroplane was made serviceable.

### Transport Canada Comments:

*The tools that are used to fix and repair the aeroplanes we maintain can also inflict damage if not used correctly as seen below.*

*With this case in removing a seized V-clamp, a rubber mallet or composite punch would have been the appropriate tool. ✖*



## Missing Washer At The Rudder Pedal Torque Tube

### SDR submitted:

A "clunk" was heard when the brakes were applied on the captains side rudder pedal area during taxi. Upon inspection by maintenance, the rudder pedal torque-tube attaching fasteners nut was pulled through the bushing hole.

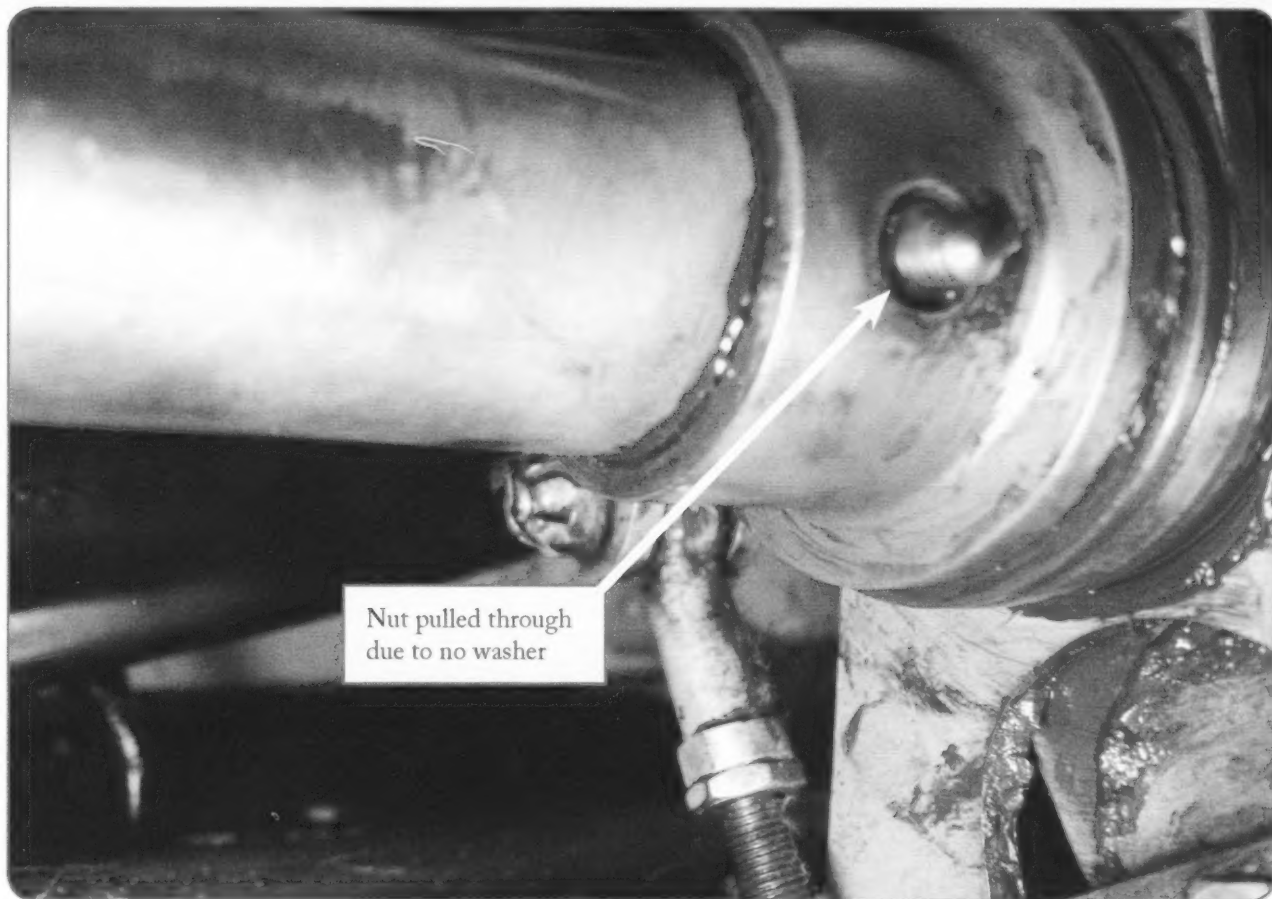
The nut was removed and the required washer installed as per the original equipment manufacturer (OEM) IPC and AMM 27-20-30 manuals, and the aeroplane was made serviceable.

As a proactive and precautionary follow-up, all aeroplanes in the operators fleet were checked to ensure there were no missing washers at the rudder pedal torque-tube area.

### Transport Canada Comments:

*Fastener hardware with the use of washers for correct nut support is essential for the continued airworthiness of all aeroplanes and is considered a standard practice for most installations.*

*The referencing of all required OEM manuals during the disassembly and reassembly of aeroplane equipment must be followed at all times. ✱*



## Main Landing Gear Torque-Link Failure

### SDR submitted:

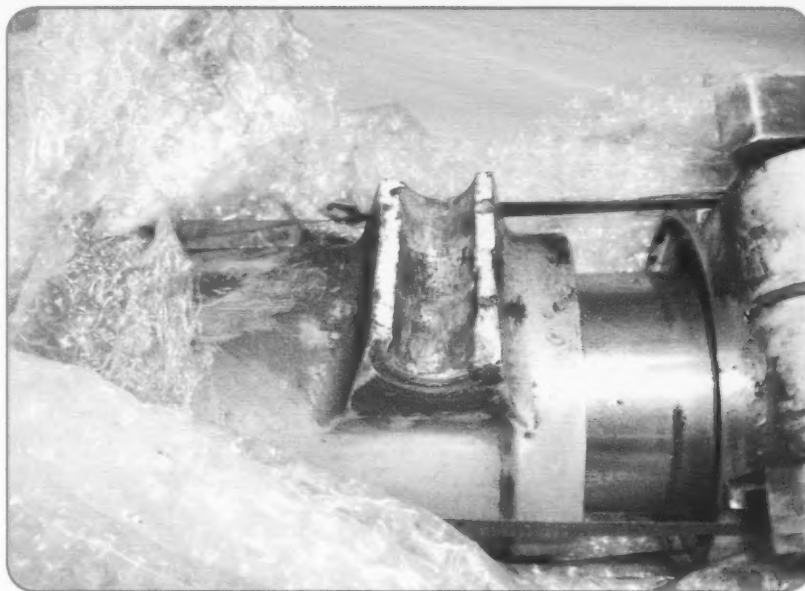
During taxi, the L/H main landing gear (MLG) lower strut torque knee attachment boss fractured and separated from the lower gear strut assembly causing a severe shimmy.

The MLG strut assembly was replaced and the aeroplane was made serviceable.

### Transport Canada Comments:

*Upon further evaluation, it was discovered that a past-unapproved repair was accomplished on the gear, which in turn weakened the lower scissor attachment lug, leading to its failure.*

*It is important to note that SRM 54-90-50 in reference to the repair of worn MLG upper/lower torque link lugs is to be followed and any other repair deviation must be supported with official OEM approval documents. ✖*



## Engine Exhaust Fire – Burnt Cowling

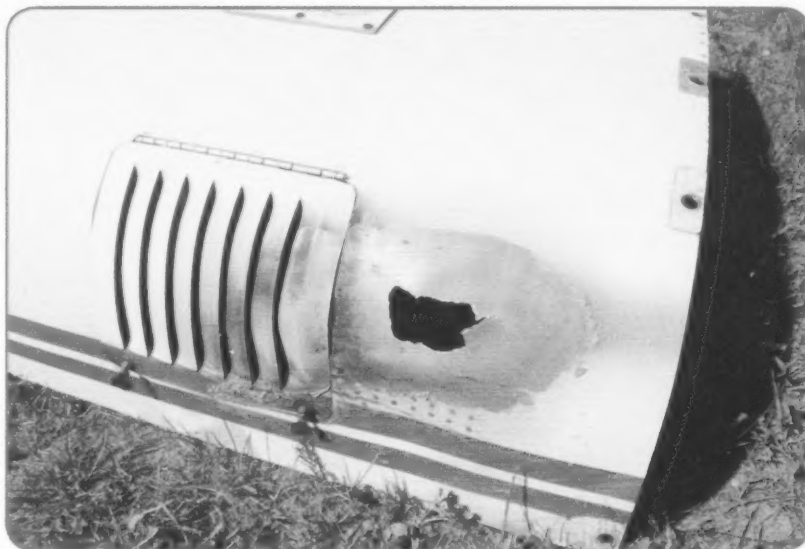
### SDR submitted:

During flight, the crew noticed smoke coming from the R/H engine area. Following an uneventful landing, maintenance personnel found that the upper and lower tailpipes were seized together. The intense heat and fire caused a complete burn-thru on the R/H cowling just aft of the exhaust louvre.

### Transport Canada Comments:

*A review of the SDR database revealed numerous defect reports on tailpipes due to cracks at the weld areas, flanges and also at the "waste gate" areas.*

*The importance of regular inspections and maintenance of exhaust systems cannot be overemphasized. Exhaust system components are subjected to extreme temperatures and resulting expansion and contraction produce stresses, which often lead to cracks and distortion due to warpage. ✖*



## Nose Landing Gear Drag Link Assembly

### SDR submitted:

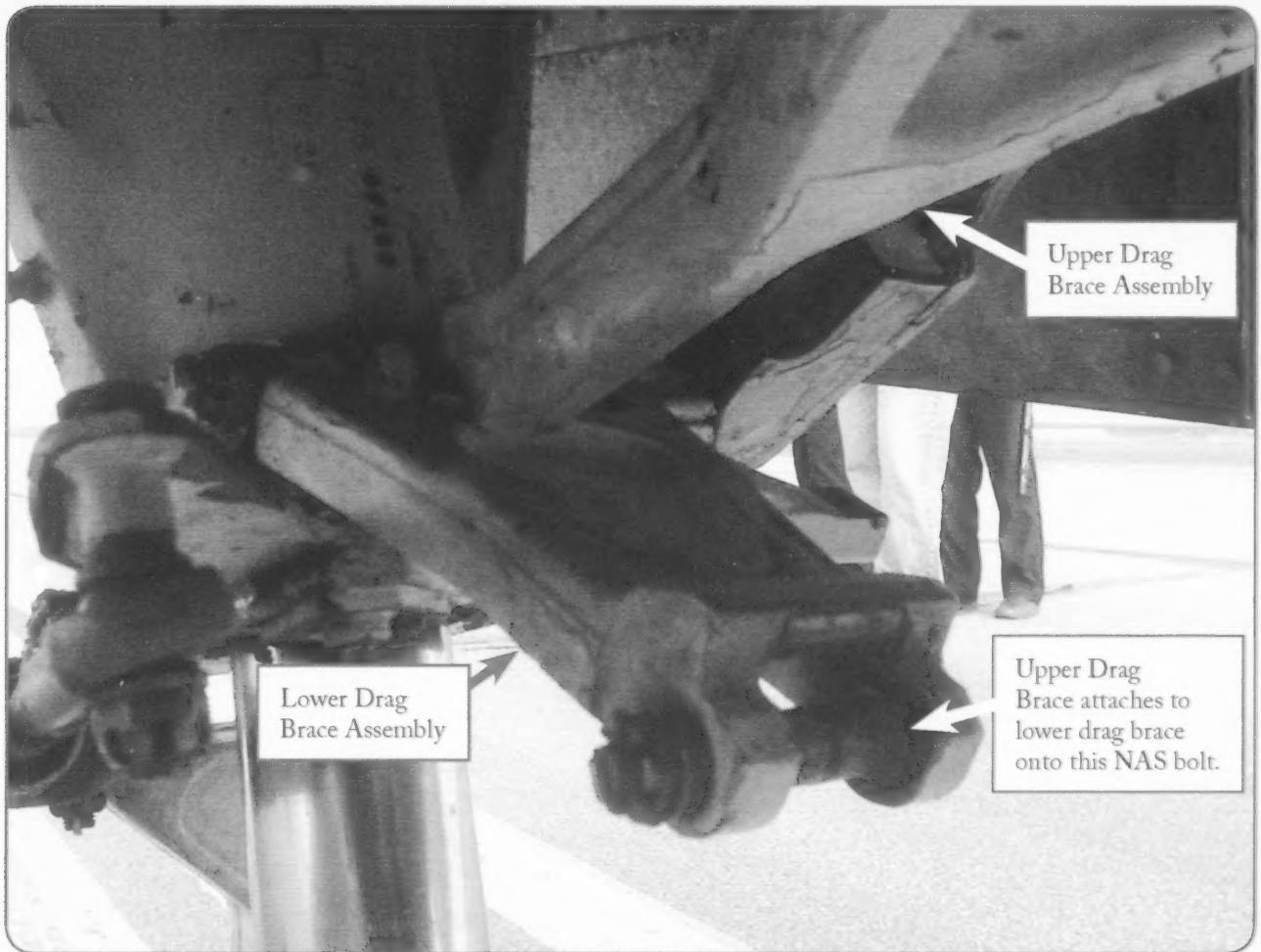
After a hard landing; the pilot noticed that the nose gear was not indicating in the normal down position.

Maintenance later found damage at the nose gear upper drag link; where it attaches to the lower link assembly. The proper drag link pivot bolt was found undamaged, however the upper drag link showed signs of an existing crack located in an area that is difficult to inspect when the gear is down and locked.

### Transport Canada Comments:

*Service history investigation has revealed previous cracks of the drag link assembly, trunnion and also numerous failures of the nose gear pivot bolt. Failures of this nature have resulted in collapse of the nose gear assembly. The drag link is designed to stabilize the landing gear assembly longitudinally and thus performs a major function during landing and taxi operations.*

*Be particularly attentive to the above problems when inspecting the nose gear areas, particularly after a hard landing. ✖*





## AS 350B Compressor Damaged

### SDR submitted:

During cruise flight, the flight crew noted fuel fumes at the same time that one of the extended range auxiliary fuel tanks was exhausted. To help isolate and understand the problem; the pilot instructed the engineer to investigate further. There was no indication that the exhausted auxiliary fuel tank was the source of the fumes. However, soon thereafter, raw fuel was seen being vented from an unknown source in the area of the #1 engine.

The pilot carried out approved emergency procedures and shutdown the #1 engine, as it was the area of immediate concern. Post-landing inspection found that a fuel bypass return line was broken near the upper B nut.

### Transport Canada Comments:

*The above scenario could have been much more serious as a result of raw fuel and fuel vapors, particularly in the engine area. Even a small leak or fuel vapors can produce an explosive atmosphere, which can be ignited by any kind of spark.*

*Fuel lines should frequently be inspected for kinks, scratches, abrasions, corrosion, dents or any kind of damage. Fuel hoses should be frequently inspected, especially at the ends where the fittings are installed. ✖*

## EQUIPMENT AIRWORTHINESS DIRECTIVES (ADs)

*Transport Canada (TC) endeavours to send copies of new airworthiness directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.*

*AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at: [www.tc.gc.ca/catwis-swimn](http://www.tc.gc.ca/catwis-swimn)*

MANUFACTURER	AD NUMBER	ORIGIN	DESCRIPTION
AVIATION ENTERPRISES	2010-21-18	US	Detect and correct damage in the wings and to prevent overload failure of the wing due to the installation of the STCs.
SPECTROLAB	2010-0237	EU	ATA 25 - Equipment / Furnishing - Spectrolab Nightsun XP Searchlight - Inspection / Removal / Replacement

## FAA SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIBs)

*A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). [www.faa.gov/aircraft/safety/alerts/SAIB/](http://www.faa.gov/aircraft/safety/alerts/SAIB/)*

SAIB NUMBER	MAKE / COMPANY	SUBJECT	ISSUE DATE
CE-11-04	Hawker Beechcraft Corporation	Wings - Wing Spar	12-02-2010
CE-11-05	Arizona Aerospace Foundation Taylorcraft 2000, LLC Taylorcraft, Inc.	Main Landing Gear	12-03-2010
CE-11-06	General Aviation	Main Landing Gear - Tires and Wheels	12-15-2010
SW-11-07	Eurocopter France	Star Flex Arm Failures on Eurocopter France Model As350, AS355, and EC130 Helicopters	12-20-2010
CE-11-08	Cessna Aircraft Company	Fuel: Fuel Storage on Cessna Models 206 and 207 Aircraft	12-23-2010
CE-11-09	Cirrus design Corporation Piper Aircraft, Inc.	Navigation - Flight Management Computing Software System	01-05-2011
CE-11-10	Piper Aircraft, Inc.	Piper PA-28, PA-32, PA-34, and PA-44 Corrosion on Flap Hinges, Brackets, and Ribs	01-05-2011
CE-11-11	Piper Aircraft, Inc.	Wings - Piper PA-28, PA-32, and PA-34 Aileron Hinge Fitting Corrosion	01-05-2011
CE-11-12	Piper Aircraft, Inc.	PA-28, PA-32, PA-34, and PA-44 Rear Spar Corrosion at Fuselage Attach Fitting	01-05-2011
CE-11-13	Piper Aircraft, Inc.	Wings - Piper PA-28, PA-32, PA-34 Forward Spar Corrosion	01-05-2011
CE-11-14	Piper Aircraft, Inc.	Stabilizers- Vertical Stabilizer on Piper PA-28, PA-32, PA-34 Forward Attach Point Corrosion	01-05-2011
CE-10-49R1	Cessna Aircraft Company	Equipment/Furnishings - Drain Mast Heater	01-05-2011

# SERVICE DIFFICULTY REPORTS

## LEGEND

JASC: Joint Aircraft System Code number  
defining assembly/system/components

SDR No.: Transport Canada Civil Aviation (TCCA)  
-assigned SDR control number — please  
quote in any correspondence or inquiries

RGN:

TCCA region of SDR submitter:

PAC = Pacific

PNR = Prairie and Northern

ONT = Ontario

QUE = Quebec

ATL = Atlantic

NCR = Ottawa (HQ)

VAR = Various

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
<b>AIRCRAFT</b>						
<i>AEROSPATIALE</i>						
AS 350B	7931	TRANSDUCER	704A37642042	UNSERVICEABLE	20101015005	PNR
AS 350B2	2120	VENT NOZZLE	350A72072001	DETERIORATED	20101122021	PAC
AS 350B2	6410	TAIL ROTOR BLADES	355A12004008	UNSERVICEABLE	20101102011	ONT
AS 350B2	6520	MAGNETIC SEAL	770441	LEAKING	20101102009	ONT
AS 350B3	2912	CLOGGING	806967	USED	20101208009	PAC
		INDICATOR				
AS 350B3	2913	HYDRAULIC PUMP	704A33635002	WORN	20101018015	PAC
AS 350B3	6220	CRIMPING RIVET	350A27191220	WORN	20101015002	ONT
AS 350BA	0	R/H INJECTOR PIPE	301007720	BROKEN	20101007005	QUE
AS 355N	6320	BEVEL REDUCTION	355A32060006	GOOD	20101110007	QUE
		GEARBOX				
ATR 42 300	3260	LANDING		INTERMITTENT	20101108015	ONT
		GEAR WARNING				
SA 315B	5301	HYDRAULIC	21005700	REPAIRABLE	20101005001	PAC
		LOAD CELL				
<i>AIRBUS</i>						
A310 304	2761	BEARING PLAIN	31059XX	SEPARATED	20101223006	QUE
		ROD END				
A310 304	3340	SWITCH	E0062D1S4BJ0A	BURNT	20101208006	QUE
A310 304	3610	PRSOV BLEED DUCT	13842503	DAMAGED	20101026002	QUE
A310 308	2910	SEAL	3508807	LEAKING	20101223007	QUE
A319 114	2780	WING TIP BRAKE	831A000005	FAILED	20101125002	QUE
A319 114	2997	WIRE RUN	29245803	BURNT	20101207001	QUE
A319 114	5230	AFT CARGO		DAMAGED	20101004008	QUE
		DOOR SEAL				
A319 114	5610	R/H WINDSHIELD	NP16531118	CRACKED	20101108003	QUE
A319 114	7310	FUEL LINES	3380482020	CHAFFED	20101109006	QUE
A320	3810	WATER SYSTEM	401921	FAILED	20101001002	QUE
A320 211	2216	YAW DAMPER ACT	SC47003	LEAKING	20101206011	QUE
A320 211	2930	ELECTRICAL PUMP		FAILED	20101018007	QUE
A320 211	3150	SDAC COMPUTER	350E5151331	UNSERVICEABLE	20101102003	QUE
A320 211	3230	HYDRAULIC HOSE	201655193	LEAKING	20101008001	QUE
A320 211	3442	WEATHER RADAR	6225132020	FAILED	20101019014	QUE
		TRANSCIEVER				
A320 211	5610	OUTER WINDSHIELD		CRACKED	20101115015	QUE
A320 211	7830	DOOR PIVOTING	C247420003	FAILED	20101214005	QUE
		LATCH				
A320 214	2211	FMGC	C13042AA04	UNSERVICEABLE	20101104002	QUE
A321 211	2140	ISOLATION VALVE	V2T152B	FAILED	20101129003	QUE
A321 211	3030	INTERFACE	664700500A4D	FAILED	20101025004	QUE
		CONTROL UNIT				
A330 243	2121	RECIRCULATION FAN	VR410004	FAILED	20101018012	QUE
A330 343	2921	ACCUMULATOR	8825904644	LOOSE	20101018010	QUE
A330 343	3242	BRAKE	215772	OVERHEATED	20101220002	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
A330 343	7220	FAN BLADES		BIRD STRIKE	20101208003	QUE
A330 343	7310	FUEL DISTRIBUTION	FK30382	CHAFFED	201011101003	QUE
A330 343	7397	CONNECTOR - LOW FUEL PRESSURE	ESC10SE60803S60	BROKEN	20101110011	QUE
<i>BAE - UK</i>						
3112	3120	TACH GENERATOR	AG34	FAILED	20101118001	PNR
3112	3221	BOLT	A1029E	BROKEN	20101203003	PNR
3112	3421	GYRO HORIZON	4020531574	UNSERVICEABLE	20101012010	PNR
3112	5344	DOOR HINGE	1371008C409	CORRODED	20101028003	PNR
3112	5610	R/H WINDSHIELD	1379628C402	CRACKED	20101012003	QUE
3112	5730	PLATE/SKIN		CORRODED	20101015006	PNR
3212	2597	CONNECTOR	31851A	BURNT	20101118007	PNR
<i>BEECH</i>						
100	3411	#1 PITOT TUBE	PH502	USED	20101115023	PAC
1900C	3230	MAIN LANDING GEAR RELAY	MS24171D1	UNSERVICEABLE	20101209003	PAC
1900C	7314	LOW PRESSURE FUEL PUMP	1143890425	SHEARED SHAFT	20101129007	PAC
1900D	1420	FURNISHING RELAY	MS24166D1	CRISPY	20101008002	PAC
1900D	2121	MOTOR		SEIZED	20101223001	ONT
1900D	5330	SKIN ASSEMBLY	1294000315	CRACKED	20101106001	PNR
1900D	6140	PROP TACHOMETER GENERATOR	503890571	UNSERVICEABLE	20101216002	ONT
200	3210	UPPER BRACE	9981002827	CRACKED	20101216004	QUE
200	7111	DUCT	10191004911	CRACKED	20101111004	PNR
390	3246		LM297749	CORRODED	20101216001	ONT
A100	0	FLAPPER VALVE	1013841731	USED	20101229008	PNR
A100	0	FLOW CONTROL VALVE	9738000033	USED	20101229007	PNR
A100	0	PRESSURIZATION CONTROLLER	10246426	OVERHAULED	20101230007	PNR
A100	2435	STARTER GENERATOR	23048018	OVERHAULED	20101218001	PNR
A100	2731	ACTUATOR	11538011119	INTERMITTENT	20101123003	ONT
A100	2731	SUPPORT ELEVATOR CONTROL	1156100181	CRACKED	20101112005	PNR
A100	2750	LIMIT SWITCH	BZ7RWT822	USED	20101213009	PNR
A100	2752	ACTUATOR ASSY	505212223	INTERNAL FAILURE	20101119004	PNR
A100	3230	CHAIN	5082001017	SEPARATED	20101213014	PNR
A100	5210	FRAME AFT	50430043865	CRACKED	20101103006	QUE
A100	5730	SKINS	5012006896	CRACKED	20101109008	PNR
B100	5751	R/H AILERON	99130000618	SKIN CRACKED	20101118003	QUE
B200	0	CHECK VALVE	570399	USED	20101229010	PNR
B200	0	WINDSHIELD	10138402524	USED	20101230008	PNR
B200	0	WIRE HARNESS	SMR40585	USED	20101229009	PNR
B200	0	YAW DAMPER SERVO	6225734002	USED	20101230009	PNR
B200	2120	EVAPORATOR BLOWER MOTOR	1013841763	USED	20101213010	PNR
B200	3246	BEARING	13889	USED	20101216005	PNR
B200	3497	COAXIAL CABLE		FAILED	20101026004	PNR
B200	5730	SKIN	10112011653	LOOSE RIVETS	20101109009	PNR
B200	5753	OUTBOARD FLAP	1011600011	USED	20101213006	PNR
B200	7110	SKIN	1019100203	CRACKED	20101113007	PNR
B300	2820	PRINTED CIRCUIT CARD	1003890201	FAILED	20101206027	PAC
B300	3246	TIE BOLTS		LOOSE	20101118005	PAC
C23	8530	SPRING VALVE INNER	LW11795	BROKEN	20101117001	QUE
C90A	3210	BOLT	130909B130	UNSERVICEABLE	20101110004	PAC
D18S	7414	MAGNETO	SB9RU3	UNSERVICEABLE	20101022004	ONT
D95A	3246	DISK	RA16402706	NEW	20101108014	PNR
<i>BELL TEXTRON - CAN</i>						
206B	2212	ENCODER	SSD12030A	FAILED	20101122023	PNR

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
206B	6210	MAIN ROTOR BLADE	206010200133	UNSERVICEABLE	20101006012	PNR
206B	6220	GRIP	20601010102	INTERFERENCE	20101104004	PNR
206B	6310	CLUTCH ASSY	CL422501	FAILED	20101112004	PAC
206B	6730	SERVO	206076031	LEAKING	20101115010	PNR
206B	6730	SERVO ACTUATOR	206076031	LEAKING	20101110003	PNR
206B	7230	COMPRESSOR SCROLL	6851574	CRACKED	20101004001	ONT
206B	7313	NOZZLE	23077068	WORN	20101122029	PNR
206B	7323	PT GOVERNOR	23076061	UNSERVICEABLE	20101203001	PAC
206L	2822	FUEL PUMP	6899253T106006	NOISE ON START	20101116010	PNR
206L	5301	CARGO HOOK	52801000	SOLENOID	20101115021	PNR
				BURNT		
206L 1	6320	HYDRAULIC PUMP	206076030101	SERVICEABLE	20101009001	ATL
206L 3	6510	BEARING	206040339101	UNSERVICEABLE	20101109012	ONT
206L 4	0	FUEL CELL	206064633105	NEW	20101220011	ONT
206L 4	6510	DISK PACK	406040340101	CRACKED	20101202014	PAC
407	0	#2 BEARING	23009670	FAILED	20101217002	PAC
407	6210	M/R BLADE X2	407015001137	CRACKED	20101026003	PAC
407	6730	SERVO	206076062107	BINDING	20101206022	PAC
427	7600	PINION SHAFT ASSY	427001138101	MIGRATED	20101129004	QUE
429	2460	TERMINAL BLOCK		NEW	20101105003	QUE
429	5302	TAILBOOM SKIN	429034702105	NEW	50101105004	QUE
<b>BELL TEXTRON - USA</b>						
205	5430	DOOR POST PANEL	205030277081	OVERHAULED	20101209001	PAC
205A 1	2810	FUEL CELL (PMA)	6632166322	IN SERVICE	20101122028	PAC
212	0	OIL DEBRIS MONITOR	212040122101	GOOD	20101222006	QUE
<b>BOEING</b>						
727 227	2751	CONNECTOR	BACC45FN1831PN	BURNT	20101007012	PAC
727 227	2782	SLAT ACTUATOR	1061792	LEAKING	20101217011	PAC
737 200C	7720	FIRE DETECTION	894093	INTERNAL	20101117002	ONT
		LOOP		SHORT		
737 201	2610	FIRE LOOP		FAULTY	20101012011	PNR
737 201	7160	NOSE DOME ASSY	658536916	STRIPPED	20101118008	PNR
737 275	7310	FUEL MANIFOLD LINE		CRACKED	20101028005	PNR
737 275C	2750	HINGE	69598891	SHEARED	20101122001	QUE
737 500	3250	STEERING COLLAR	69617858	BROKEN	20101007003	ONT
		BEARING				
737 6CT	2213	FLIGHT CONTROL		FAILED	20101126001	PNR
737 76N	2760	PROXIMITY SENSOR	189929	SERVICEABLE	20101007007	PNR
737 76N	2913	ELEC HYD PUMP	5718610	OVERHEATED	20101123007	PNR
737 76N	3160	DISPLAY		FAILED	20101213001	PNR
737 76N	3411	PITOT SYSTEM		WATER INGRESS	20101029001	PNR
737 7CT	2611	FIRE CONTROL PANEL	4739551	FAILED	20101206021	PNR
737 7CT	2740	LIMIT SWITCH	32EN214	UNSERVICEABLE	20101007008	PNR
737 7CT	2824	FUEL VALVE	MA30A1001	FAILED	20101122017	PNR
		ACTUATOR				
737 7CT	3211	TRUNNION PIN	161A11881	WORN	20101123008	PNR
737 7CT	3418	STALL WARNING	0861FL1	FAILED	20101029002	PNR
737 7CT	3610	PRECOOLER	32895625	FAILED	20101130012	PNR
		CONTROL VALVE				
737 7CT	5210	L1 DOOR SNUBBER	141A610512	JAMMED	20101110009	PNR
737 7CT	5210	RADIUS LINK PIN ASSY	141A60761	UNSERVICEABLE	20101012009	PNR
737 7CT	7310	FUEL DIFF PRESS	QA07995	APPEARS	20101116018	PNR
		SWITCH		NORMAL		
737 7CT	7330	FUEL DIFF	QA07995	FAILED	20101106010	PNR
		PRESS SWITCH				
737 7CT	7530	TBV ACTUATOR	1821M60P02	LEAKING	20101007009	PNR
737 8CT	3320	BEZEL	1165575C	BURNT	20101221009	PNR
737 8Q8	2742	STABILIZER	6355B000103	FAILED	20101229006	ATL
		TRIM MOTOR				
747 SPJ6	3610	BLEED DUCT	65B4263833	BLOWN DUCT	20101105001	QUE
757 28A	5430	PANEL	311B5049155	MISSING	20101202003	ATL
757 28A	5430	PANEL ASSEMBLY	311N5049139	MISSING	20101206015	ATL
757 28A	5610	WINDSHIELD	141T480150	CRACKED	20101221006	ATL



MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
767 333	2750	HYD SOV MODULE	7321870018	LEAKING	20101122012	QUE
767 333	3260	PSEU	849704	FAILED	20101015001	QUE
767 333	3417	COMPUTER	4040800906	FAILED	20101222002	QUE
767 333	3442	RADAR	6225132007	DAMAGED	20101202001	QUE
767 333	7830	THRUST REVERSER	315T32505	FAILED	20101110010	QUE
767 35H	3241	VALVE	427671	FAILED	20101019007	QUE
767 375	2320	AUTO CALL	22284723	FAILED	20101108008	QUE
767 375	2497	WIRES	W508301B20	CRACKED	20101101001	QUE
767 375	2500	SEATBACK	S23101001001	CRACKED	20101111003	QUE
767 375	2740	STABILIZER CONTROL	285T0015116	FAILED	20101027012	QUE
767 375	2820	TUBE ASSEMBLY	343T001023	CHAFED/CUT	20101105002	QUE
767 375	2910	HOSE	BACH8A06RRO146B	LEAKING	20101004006	QUE
767 375	3417	COMPUTER	4040800906	FAILED	20101222003	QUE
767 38E	2597	EQUIPMENT WIRING		OVERHEATED	20101025005	QUE
777 233LR	2520	HEADREST	S23101548001	CRACKED	20101124004	QUE
777 233LR	3240	WHEEL BRAKES		SMOKING	20101116005	QUE
777 233ER	2500	CABLE ASSEMBLY	178986036	OVERHEATED	20101220040	QUE
777 233ER	5610	WINDOW	141W740044	CRACKED	20101214004	QUE
777 233ER	7697	WIRING HARNESS	W07702008B20	CHAFED	20101019013	QUE
<b>BOEING HELICOPTERS</b>						
BV 107 II	6710	BOLT	107CK27332	BROKEN	20101019019	PAC
BV 107 II	8300	ACCESSORY GEARBOX	CT581402	CRACKED	20101103003	PAC
<b>BOMBARDIER</b>						
BD 100 1A10	2436	TERMINAL POST	985GC02Y04	MELTED	20101130004	QUE
BD 100 1A10	2500	HEATER MAT	34360510	SERVICEABLE	20101214003	QUE
BD 100 1A10	2520	PASSENGER COMP EQUIP	BR9767001	OVERHEATED	20101026001	QUE
BD 100 1A10	2550	HEATER MAT	34360510	INOPERATIVE	20101104007	QUE
BD 100 1A10	2550	HEATER MAT	34360510	SERVICEABLE	20101214006	QUE
BD 100 1A10	2740	STABILIZER CONTROL		FAILED	20101227001	QUE
BD 100 1A10	2750	FECU	2257A000003	FAILED	20101115011	QUE
BD 100 1A10	2760	DRAG CONTROL	C47330006	FAILED	20101115012	QUE
BD 100 1A10	2910	TUBE	1005354281005	WORN	20101210001	QUE
BD 100 1A10	3260	PSUC COMPUTER	302270402	FAILED	20101020003	ONT
BD 100 1A10	2710	AILERON CONTROL		WATER INGRESS	20101202010	QUE
CL600 2B19 (RJ100)	2550	CARGO COMPARTMENT	2390011	BROKEN	20101111002	ATL
CL600 2B19 (RJ100)	2740	HSTA	601R923053	UNSERVICEABLE	20101026005	PNR
CL600 2B19 (RJ100)	2750	FLAP CONTROL		FAILED	20101202002	PAC
CL600 2B19 (RJ100)	2751	POSITION INDICATOR		FAILED	20101109013	ATL
CL600 2B19 (RJ100)	3080	ELEMENT	355862255	CRACKED	20101028002	ATL
CL600 2B19 (RJ100)	3230	LANDING GEAR		FAILED	20101007001	QUE
CL600 2B19 (RJ100)	3320	LIGHT RECEPTACLE	BC10065003	SHORTED	20101220008	ATL
CL600 2B19 (RJ100)	3620	ELEMENT	356132310	FAILED	20101213002	ONT
CL600 2B19 (RJ100)	3620	PNEUMATIC INDICATOR	601R593201	FAILED	20101015007	ATL
CL600 2B19 (RJ100)	3897	FAN	AE0405A01	FAILED	20101230003	ATL
CL600 2B19 (RJ100)	3897	LIGHT INDICATOR	1075761231010	UNSERVICEABLE	20101220014	PNR
CL600 2B19 (RJ100)	4900	LAV FIL		SEIZED	20101221001	PNR
CL600 2B19 (RJ100)	520	NO PARTS		FOREIGN OBJECT	20101102008	ATL

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
CL600 2B19 (RJ100)	5220	SLIDER PLATE	601R3110895	WORN	20101018009	ATL
CL600 2B19 (RJ100)	5230	FITTING	600351113	CRACKED	20101112003	ATL
CL600 2B19 (RJ100)	5230	FITTING	600351113	CRACKED	20101222012	ATL
CL600 2B19 (RJ100)	5230	MEMBER	601R3502731	CRACKED	20101222014	ATL
CL600 2B19 (RJ100)	5610	PILOT SIDE WINDOW	601R3303311	CRACKED	20101201001	ATL
CL600 2B19 (RJ100)	5610	WINDOW	NP13932113	SHATTERED	20101121001	QUE
CL600 2B19 (RJ100)	5610	WINDSCREEN	NP139321002	SHATTERED	20101221007	ATL
CL600 2B19 (RJ100)	5610	WINDSHIELD (R/H)	601R3303314	CRACKED	20101222016	QUE
CL600 2B19 (RJ100)	5610	WINDSHIELD (L/H)	NP13932113	CRACKED	20101020005	ATL
CL600 2B19 (RJ100)	5720	ANGLE	601R1001113A	CRACKED	20101223004	ATL
CL600 2B19 (RJ100)	7110	COWLING		DEPARTED	20101121002	QUE
CL600 2B19 (RJ100)	7830	ACTUATOR	32725706	FORK BROKEN	20101123006	ATL
CL600 2C10 (RJ700)	2121	RECIRCULATION FAN	GG670950227	MALFUNCTION	20101007002	QUE
CL600 2C10 (RJ700)	2730	#1 L/H ELEVATOR PCU	510009	BROKEN	20101026007	QUE
CL600 2C10 (RJ700)	5610	WINDSHIELD	NP13932111	CRACKED	20101026006	QUE
CL600 2C10 (RJ700)	7120	ENGINE MOUNT		MISSING WASHER	20101206014	QUE
CL600 2D15 (705)	2761	ACTUATOR		CHAFFED	20101209005	ATL
CL600 2D15 (705)	2781	SLAT POS INDICATOR	771409D	FAILED	20101209007	ATL
CL600 2D15 (705)	2910	HYDRAULIC SYSTEM	CN62720050	CRACKED	20101115013	ATL
CL600 2D15 (705)	3241	ANTI SKID CONTROL UNIT	90004433	FAILED	20101108006	ATL
CL600 2D15 (705)	2397	THERMOCOUPLE	6007300	FAILED	20101118004	ATL
CL600 2D15 (705)	3397	CANON PLUG	D3899926JD97SN	CORRODED	20101130005	ATL
CL600 2D15 (705)	520	SLAT		BIRD STRIKE	20101006009	ATL
CL600 2D24 (RJ900)	3230	MLG DOOR		INTERFERENCE	20101102013	QUE
CL600 2D24 (RJ900)	7730	LEAD IGNITION	4096T96P07	ARCING DAMAGE	20101203004	PNR
<b>CANADAIR</b>						
CL215 1A10	3232	LOCK PINS	164115	WORN	20101221011	PNR
CL215 1A10	5713	SPAR CAP	2151002468	CRACKED	20101125001	ATL
CL215 6B11 (CL215T)	5344	PISTON	33130131	CRACKED	20101221008	PNR
CL215 6B11 (CL415)	0	TRACK	215T260254	WORN	20101217007	QUE
CL215 6B11 (CL415)	2740	STABILIZER CONTROL	215T926112	CHAFFED WIRING	20101206017	QUE
CL215 6B11 (CL415)	5330	SKIN	21530023102	CRACKED	20101217006	QUE
CL215 6B11 (CL415)	5544	BOLT	NAS62037	SHEARED	20101221004	ONT
CL600 2A12 (601)	3100	RECORDING SYSTEM	EDZ803	FAILED	20101220001	NCR
CL600 2A12 (601)	3100	SIGNAL DATA CONVERTER	610509173	REPAIRED	20101022003	ONT
CL600 2A12 (601)	3244	MAIN TIRE	265K433	UNSERVICEABLE	20101108005	NCR

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
CL600 2A16 (601 3A)	7100	POWERPLANT		SHUTDOWN	20101222013	QUE
CL600 2B16(604)	2133	OUTFLOW VALVE	1036642	FAILED	20101206012	QUE
CL600 2B16(604)	2611	SMOKE DETECTION	4735972	SHORTED	20101101006	QUE
CL600 2B16(604)	3160	ADAPTIVE FLIGHT DISPLAY	8221577204	FAILED	20101208008	PAC
CL600 2B16(604)	3417	AIR DATA COMPUTER	8220842621	FAILED	20101208007	PAC
CL600 2B16(604)	520	NO PARTS		CONTAMINATED	20101227002	QUE
<b>CESSNA</b>						
172M	2810	FUEL TANK	52600744	CRACKED	20101217001	PAC
172N	2140	HEAT EXCHANGE	PFS13204713	LEAKING	20101118002	PNR
172P	7810	MUFFLER	S000127B3	WAS NEW	20101006013	PAC
172S	5347	LOCK ASSY	SPL19251	BROKEN CABLE	20101006008	PNR
172S	7931	SEAT CONTROL OIL PRESSURE SWITCH	93278	LEAKING	20101222005	ATL
180J	0	CYLINDER ASSEMBLY	655457A7BP	USED	20101230006	PNR
180J	2810	VENT VALVE		TORN	20101116008	PAC
180J	2840	FUEL TRANSMITTER	774000068	WORN	20101116006	PAC
208B	0	AIRFOIL	59550361	RIVETS PULLED	20101230010	ONT
208B	2435	STARTER GENERATOR	200SGL119Q2	OVERHAULED	20101222007	PNR
208B	2730	SUPPORT ASSEMBLY	26120842	DISTORTED	20101130013	PAC
208B	5711	UPPER REAR SPAR CAP	262220316	WORN	20101116009	ONT
305A	2140	STUD		SEPARATED	20101213004	PAC
310R	5753	FLAP CABLE RETURN R/H	860207133	FRAYED	20101004011	PNR
401	5520	FITTING	50350052	CRACKED	20101021004	PNR
550	2710	BOLT	AN34A	WRONG LENGTH	20101013004	ONT
550	2721	RUDDER TRIM ACTUATOR	5565450102	NOT DAMAGED	20101123005	ONT
560XL	3452	INTEGRATE COM UNIT	7510700665	FAILED	20101027004	PAC
560XL	5712	RIB		NEW	20101122003	QUE
560XL	5720	R/H INBOARD HEAT SHIELD	662128130	NEW	20101007011	QUE
560XL	7931	OIL PRESSURE TX	99124641	FAILED	20101027002	PAC
680	2731	SECONDARY TRIM ACTUATOR	99142573	FAILED	20101027005	PAC
680	5755	SPOILER BUNGEE	696025165	RUNS ROUGH	20101101004	PNR
A188B	7600	SLEEVE		SLIPPED	20101130009	PNR
TR182	8120	TURBOCHARGER	4652929002	DAMAGED	20101130010	PNR
U206F	0	TACHOMETER	D11125023	USED	20101230005	PNR
U206F	0	TURN COORDINATOR	1394T1007RZ	OVERHAULED	20101230004	PNR
U206G	7120	KEEL BULKHEAD	12136613	USED	20101213007	PNR
<b>CHAMPION</b>						
7ECA	8530	PISTON PIN PLUG	L11625	CHAFED	20101104003	PNR
<b>CONVAIR - CAN</b>						
340	5521	ELEVATOR HINGE FITTING	9015156	GROOVED	20101018014	PNR
440	3230	DONLATCH LEVER ASSEMBLY	2408557101800	SERVICEABLE	20101129006	QUE
<b>DASSAULT</b>						
FALCON 20F5	2130	CONTROLLER	13300020	FAILED	20101202006	ONT
<b>DEHAVILLAND - CAN</b>						
DHC 2 MKI	3242	FORWARD TUBULAR STRUCTURE	C2FS3203A	WRONG DIMENSIONS	20101209014	PNR
DHC 2 MKI	5311	LOWER TIE BAR ASSY	C2FS3749A	CORRODED	20101209015	PNR
DHC 2 MKI	5743	LOWER CLEVIS FITTING		UNSERVICEABLE	20101224004	PAC
DHC 2 MKI	7414	DISTRIBUTOR GEAR	GE52189	MISSING TEETH	20101116007	PAC
DHC 2 MKI	8530	CYLINDER ASSY	CH90ER	CRACKED	20101206016	PNR
DHC 2 MKIII	2497	AVIONICS WIRING		BURNT	20101122020	ONT

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
DHC 3	2730	ATTACH BOLT	NAS195424D	BENT	20101115016	PAC
DHC 3	2730	RIVETS		WORN	20101115014	PAC
DHC 3	2810	DRAIN VALVE	CSP32B6D1	CORRODED	20101104013	PAC
		BUSHING				
DHC 3	2810	FUEL SUMP DRAIN	CSP32B6D1	CORRODED	20101115019	PAC
DHC 3	5347	SEAT CONTROL	C3FF3093	SHEARED	20101104014	PAC
		LOCK PIN				
DHC 3	5720	LUG ENDS	6310994	WORN	20101115018	PAC
DHC 3	7311	COOLER CORE	8535233	LEAKING	20101013003	PAC
DHC 6	1000	HINGE ARM	C6WM111535SP	NEW	20101018016	PAC
DHC 6 300	2497	REVERSE	A701D	UNSERVICEABLE	20101014001	PNR
		CURRENT RELAY				
DHC 8 102	2100	ACM	78279018	SEIZED	20101004007	ATL
DHC 8 102	6110	PROP SHAFT	3111111901	CRACKED	20101109011	ATL
DHC 8 102	7160	LOWER COWLING	87140011001	HOLE IN BOOT	20101104005	ATL
DHC 8 106	2421	AC GENERATOR	31708A	REPAIRED	20101220005	PNR
DHC 8 201	3246	INNER WHEEL HALF		UNSERVICEABLE	20101210004	PNR
DHC 8 301	5610	PILOT WINDOW	NP15790111	DELAMINATED	20101213011	ATL
DHC 8 311	3210	VALVE SEQUENCE	54C546347	SEPARATED	20101215001	ATL
		SOLENOID				
DHC 8 314	3233	ROD END	107061	FAILED	20101223003	ONT
DHC 8 400	2910	FLEXIBLE HOSE	AE7128852	LEAKING	20101103002	ONT
DHC 8 400	3210	GREASE NIPPLE	1728B	DAMAGED	20101203002	ONT
DHC 8 402	3230	MECHANICAL	48303103	ON AIRCRAFT	20101214001	ONT
		SEQUENCE VALVE				
DHC 8 402	5230	ROLLER SUPPORT	85237713105	FISSURE	20101122022	QUE
<i>DIAMOND - AS</i>						
DA 42	2810	AUXILLIARY FUEL TANK L/H	D6028141100	CRACKED	20101027001	ONT
<i>DIAMOND - CAN</i>						
DA 20 A1	7410	START SWITCH	A5102	TRACKING	20101126004	ONT
DA 20 C1	1440	CIRCUIT BREAKER	W23X1A1G50	CORRODED	20101125003	ATL
<i>DORNIER</i>						
328 300	2710	DISCONNECT UNIT	43282	FAILED	20101221012	QUE
<i>EMBRAER</i>						
ERJ 170 200 SU	0	FWD BATTERY	591285501	UNSECURED	20101007004	QUE
ERJ 170 200 SU	2520	PASSENGER	179000201	FAILED	20101110001	QUE
		COMP EQUIP				
ERJ 170 200 SU	2750	FLAP ACTUATOR 3R	C1548162	UNSERVICEABLE	20101030001	QUE
ERJ 170 200 SU	2760	SFACE		FAILED	20101115017	QUE
ERJ 170 200 SU	2760	SFACE		FAILED	20101116001	QUE
ERJ 170 200 SU	2780	HARNES	17100186401	FAILED	20101108001	QUE
ERJ 170 200 SU	3200	LG CONTROL LEVER	9037B000104	FAILED	20101208004	QUE
ERJ 170 200 SU	5244	ROD END	17024189401	FAILED	20101021001	QUE
ERJ 190 100 IGW	1200	WOW		SERVICEABLE	20101108002	QUE
ERJ 190 100 IGW	2420	AC EXT PWR	2550010000	DAMAGED	20101220003	QUE
		RECEPTACLE				
ERJ 190 100 IGW	2597	EQUIPMENT WIRING		BURNT SMELL	20101224002	QUE
ERJ 190 100 IGW	2780	DRIVE SHAFT		DISCONNECTED	20101129001	QUE
ERJ 190 100 IGW	2780	SLAT SKEW SENSOR	1702288B	FAILED	20101221002	QUE
ERJ 190 100 IGW	2780	TORQUE TUBE	1703909A	SERVICEABLE	20101104009	QUE
ERJ 190 100 IGW	3200	GEAR SYSTEM		FAILED	20101115009	QUE
ERJ 190 100 IGW	3220	LANDING GEAR	1907045040	FLAKING	20101027009	QUE
ERJ 190 100 IGW	3230	BEARING	19070973901	DETERIORATED	20101129005	QUE
ERJ 190 100 IGW	3230	CHECK VALVE	17070900401	FAILED	20101122011	QUE
ERJ 190 100 IGW	3233	NLG RET ACT	17071180409	FAILED	20101116002	QUE
ERJ 190 100 IGW	3242	BRAKE	900023402PR	SEIZED	20101224003	QUE
ERJ 190 100 IGW	5210	DOOR		BINDING	20101122025	QUE
ERJ 190 100 IGW	5210	DOOR		FROZEN	20101122026	QUE
ERJ 190 100 IGW	5210	DOOR		FROZEN	20101122027	QUE
ERJ 190 100 IGW	5220	DOOR		DOOR AJAR	20101129002	QUE



MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
ERJ 190 100 IGW	8011	AIR TURBINE STARTER	4120T06P04	FAILED	20101102002	QUE
<i>EUROCOPTER FRANCE</i>						
AS 355	6230	BOOT	704A33699008	NEW	20101123009	QUE
AS 355	6710	POTENTIOMETER	1165SF2C502W253	ERRATIC READINGS	20101018004	ONT
EC 120 B	6500	SEAL LIP	7052A3651003	NEW	20101116012	PNR
EC 130 B4	6510	SHAFT	350A340212	UNBALANCED	20101223005	ONT
<i>FAIRCHILD</i>						
SA227AC	1000	WASHER	AN96010	MISSING	20101019010	ONT
SA227AC	2497	WIRE		CHAFED	20101206019	ONT
SA227AC	2612	EGT SHORT HARNESS	8974697	BURNT	20101116016	ONT
SA227AC	2701	BRACKET	2621056013	CRACKED	20101116015	ONT
SA227AC	2710	SPAR	2734023004	CRACKED	20101116014	ONT
SA227AC	2750	FLAP	27825574041	INTERMITTANT	20101116013	ONT
		POTENTIONAMETER				
SA227AC	3232	GEAR DOOR ACTUATOR	2755001352	CRACKED	20101109015	ONT
SA227AC	3320	SWITCH/DIODE	J01251N4005	BURNT	20101019012	ONT
SA227AC	3610	BLEED AIR GASKET	2784183003	BLOWN OUT	20101122014	PNR
SA227AC	5610	WINDSHIELD	2719442003	CRACKED	20101202004	PNR
SA227AC	6114	PROP SEAL RETAINER	31025731	CRACKED	20101206018	ONT
SA227CC	2161	CABIN TEMP CONTROL	HYLZ50434001	BURNT	20101206020	ONT
SA227CC	2721	TRIM TAB ACTUATOR	2719332003	SEIZED	20101019008	ONT
SA227DC	3220	CYLINDER ASSEMBLY	54510083	CORRODED	20101109016	ONT
<i>GROB-WERKE</i>						
G 120A	3242	BRAKE PAD	6610600	NEW	20101015004	PAC
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021002	PNR
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021003	PNR
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021006	PNR
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021007	PNR
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021008	PNR
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021009	PNR
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021011	PNR
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021012	PNR
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021013	PAC
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021014	PAC
G 120A	5710	WASHER	LN9025162ST60	MISSING	20101021010	PAC
<i>GULFSTREAM - ISREAL</i>						
GULFSTREAM 100	5260	FWD BRACKET	25W331797001	CRACKED	20101202011	ONT
GULFSTREAM 200	2730	Q-FEEL ACTUATOR	40120000000	FAILED	20101004009	ONT
<i>HUGHES</i>						
369D	5320	BRACKET ASSEMBLY	369D2730411	BROKEN	20101214007	PAC
369D	6510	SWASHPLATE	369D218005501	SHEARED	20101105006	PAC
<i>LAKE</i>						
250	5710	BEAM ASSY R/H	2161110	CRACKED	20101005002	QUE
<i>LEARJET</i>						
35A	3221	BRACKET NOSE GEAR ACTUATOR	23421112	ORIGINAL	20101108004	ONT
60	3250	NOSE STEERING ACTUATOR	501171102	TEETH BROKEN	20101016001	PNR
<i>LOCKHEED</i>						
382G	2420	GENERATOR	2CM353C1H	OVERHEATED	20101018005	ONT
382G	5311	R/H AFT BEAM ASSY	39148712	CRACKED	20101030002	PAC
382G	5313	WHEEL WELL PANEL	LS603451	CORRODED	20101015011	PAC
382G	5343	ANGLE CHORD	38850411	CRACKED	20101222008	PAC
382G	5343	ANGLE CHORD	38850412	CRACKED	20101222009	PAC
382G	5343	REINFORCEMENT PLATE	34020824	CRACKED	20101222010	PAC



MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
<b>MITSUBISHI - USA</b>						
MU 2B60	3260	NLG DOWN LIMIT SWITCH	21EN96	FROZEN	20101116011	ONT
<b>PILATUS - SW</b>						
PC 12 45	2844	PRESSURE SWITCH	9738114102	LEAKING	20101108016	ONT
PC 12 45	3242	BRAKE ASSEMBLY	3024400	NORMAL	20101229011	ONT
PC 12 45	3260	PROXIMITY SWITCH	9733033111	INTERMITTENT	20101122019	ONT
PC 12 45	3260	WIRE	G13A24N	BROKEN	20101206026	ONT
PC 12 45	6110	SLIP RING	4I130081	PIN HOLES	20101217008	ONT
PC 12 47E	2751	CONNECTOR	9717513323	BROKEN LOCKS	20101217005	ONT
PC 12 47E	3260	PROXIMITY SWITCH	9733033113	INTERMITTENT	20101206024	PAC
PC 12 47E	3260	PROXIMITY SWITCH	9733033113	INTERMITTENT	20101206025	PAC
PC 12 47E	7922	COOLER DOOR	5791012021	CRACKED	20101025001	ONT
<b>PIPER</b>						
PA23 250	5753	BRACKET		BROKEN	20101018011	QUE
PA31	2910	HOSE FLEXIBLE FLUID	2374513	RUPTURED	20101122013	ATL
PA31	2913	HYDRAULIC PUMP	268028	CRACKED	20101022001	PNR
PA31 350	2750	FLAP TRANS CALCO	489516	OVERHAULED	20101202007	PNR
PA31 350	3245	TIRE TUBE	923150	PUNCTURED	20101228001	PAC
PA31 350	7910	OIL LEVEL CAM ACTION	LW14728	SERVICEABLE	20101012006	PAC
PA34 200	2100	COMBUSTION TUBE		CRACKED	20101217010	PAC
PA34 200T	5230	LATCH ASSEMBLY	96943000	BENT	20101110008	ONT
PA44 180	2560	EMERG. LOCATOR TRANSMITTER	4530150	WET	20101018003	ATL
PA44 180	6123	FEATHER STOP	78713000	BROKEN	20101217003	ATL
PA44 180T	7120	ENGINE MOUNT	86212002	BROKEN	20101104012	PNR
PA44 180T	7120	ENGINE MOUNT	86212002	CRACKED	20101104011	PNR
PA60 600	7910	OIL FILTER ADAPTER	77852	SERVICEABLE	20101027006	ATL
PA60 601P	8120	BELLOWS (COUPLER)	980062001	UNATTACHED	20101122016	ONT
<b>ROBINSON</b>						
R22 BETA	6310	CLUTCH	A0511	INTERMITTENT	20101122015	PNR
R44	2916	RESERVOIR	D2111	LEAKING	20101123010	PNR
R44 II	2435	STARTER	14924IT	FAILED	20101116004	PNR
R44 II	2435	STARTER	14924IT	NOT ENGAGED	20101115024	PNR
R44 II	2450	ALTERNATOR	ALU8521	FAILED	20101115025	PNR
R44 II	2822	AUX FUEL PUMP	D8187B	FAILED	20101102012	PNR
R44 II	2822	AUX FUEL PUMP	D8187B	FAILED	20101119005	PNR
R44 II	2822	FUEL PUMP	D8187B	FAILED	20101109018	PNR
R44 II	2822	FUEL PUMP	LW15473	SHORTED	20101116003	PNR
R44 II	2822	PUMP ASSEMBLY	D8187B	NOISY	20101025008	PNR
R44 II	2916	RESERVOIR	D2112	LEAKING	20101122018	PNR
R44 II	3416	ALTIMETER	5934P3	FLUCTUATING	20101109019	PNR
R44 II	5311	FRAME ASSY - LOWER	C04623	BROKEN	20101207003	PAC
R44 II	6310	SPRAG UNIT	C1883	CRACKED TEETH	20101027007	PNR
R44 II	6310	SWITCH ASSEMBLY	C0531	FAILED	20101025009	PNR
R44 II	7322	GOVERNOR	D2782	ERRATIC	20101122024	PNR
R44 II	7414	MAGNETO	1060064620	ERRATIC	20101209004	PNR
<b>SIKORSKY</b>						
S92A	6320	BEARINGS	SB1137101	BRINELLING	20101109017	PAC
<b>SWEARINGEN</b>						
SA226AT	7120	SUPPORT ASSY ENGINE	2762010001	CRACKED	20101007014	ONT
SA226TC	5210	DOOR CORNER TOP FWD PAX	27240440XX	CRACKED	20101108009	PNR
SA226TC	5610	HEATED WINDSHIELD	2719442004	SHATTERED	20101207005	PNR
SA226TC	7120	ENGINE TRUSS ASSY		DAMAGED	20101028004	PNR
<b>ENGINE</b>						
<b>ALLISON</b>						
250-C47B	7230	REAR SUPPORT	23007196	SCRAP	20101019016	PAC
250-C47B	7250	#2 BEARING COMPRESSOR	23009670	FAILED	20101217004	PAC

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
501-D22A	5410	QEC LONGERON HOLES	362502R	NDT INDICATIONS	20101015012	PAC
<i>AVCO LYCOMING</i>						
IO-360-M1A	8530	THRUST BUTTON	LW12892	UNSERVICEABLE	20101210003	PNR
IO-540-AE1A5	7414	COIL ASSEMBLY	103571651	DAMAGED	20101213013	PNR
IO-540-AE1A5	7414	DISTRIBUTOR BLOCK	10357426	CRACKED	20101213012	PNR
IO-540-AE1A5	8011	STARTER	14924HT	GRINDING NOISE	20101020006	PNR
LTIO-540-J2BD	1410	TUBE CLAMP		LOOSE	20101001003	PNR
LTIO-540-J2BD	8520	ENGINE CASE		CRACKED	20101115020	PNR
O-320-B1A	7414	DISTRIBUTOR BLOCK	10357424	UNSERVICEABLE	20101130011	ONT
O-320-E3D	8530	CYLINDER	SL32006WA20P	CRACKED	20101220013	PAC
TIO-540-A2C	8530	CYLINDER	LW12966	SEPARATED	20101115026	PAC
TIO-540-AJ1A	8520	PISTON	LW10545S	CORRODED	20101101002	ONT
<i>GARRETT</i>						
TPE331-10UA	7260	ACCESSORY DRIVE HOUSING	310711416	CRACKED	20101012004	PNR
TPE331-11U- 612G	7250	T-WHEEL BLADE	31081251	CRACKED	20101014002	PNR
TPE331-6-252B	7712	TORQUE SENSOR	31017263	BROKEN	20101020002	QUE
<i>GENERAL ELECTRIC</i>						
CF6-80A	7900	OIL LINE	332T12043	CRACKED	20101104006	ONT
<i>HONEYWELL</i>						
TFE731-40AR- 200G	7261	OIL FILTER	99193SOCN3070945	BROKEN	20101215002	PNR
<i>KLIMOV</i>						
TB3-117BMA	2820	FUEL TUBE	5016100000017	BROKEN	20101209011	PAC
<i>PRATT &amp; WHITNEY-CAN</i>						
JT15D-4	7300	ENGINE CONTROL		FAILED	20101109001	QUE
PT6A-114A	7100	POWERPLANT		FAILED	20101130003	QUE
PT6A-114A	7100	POWERPLANT		LEAKING	20101130001	QUE
PT6A-114A	7200	ENGINE		FAILED	20101018002	QUE
PT6A-114A	7900	OIL FILTER	305925801	UNSERVICEABLE	20101102005	ONT
PT6A-114A	7932	OIL QUANTITY		LEAKING	20101019005	QUE
PT6A-135	7910	OIL FILTER	305925801	UNSERVICEABLE	20101028001	ONT
PT6A-27	7100	POWERPLANT		FAILED	20101102001	ATL
PT6A-27	7230	2 <sup>ND</sup> STAGE COMP BLADE	3013602	BLADE MISSING	20101005003	PNR
PT6A-27	7230	BEARING		FAILED	20101222011	ATL
PT6A-27	7250	ENGINE	PT6A27PS	DAMAGED	20101019017	ATL
PT6A-28	7100	POWERPLANT		FAILED	20101104001	ATL
PT6A-36	7100	POWERPLANT		FAILED	20101122010	QUE
PT6A-41	6122	PROP. GOVERNOR		FAILED	20101006005	QUE
PT6A-42	7100	POWERPLANT		FAILED	20101206008	QUE
PT6A-42	7100	POWERPLANT		OVERHEATED	20101229002	QUE
PT6A-42	7321	FUEL CONTROL		FAILED	20101115003	QUE
PT6A-42A	7100	POWERPLANT		FAILED	20101025003	QUE
PT6A-42A	7100	POWERPLANT		FAILED	20101115001	QUE
PT6A-50	7260	DRIVE		LEAKING	20101206010	QUE
PT6A-65B	7100	POWERPLANT		FAILED	20101115005	QUE
PT6A-67AF	7710	FITTING	3024606	CHAFED	20101217009	PAC
PT6A-67AG	7200	ENGINE		FAILED	20101006003	QUE
PT6A-67D	7100	POWERPLANT		FAILED	20101206003	QUE
PT6A-67D	7210	REDUCTION GEAR		FAILED	20101006011	NCR
PT6A-68	1000	RETAINING BOLTS	MS967707	INSUFFICIENT LGT	20101119002	QUE
PT6A-68	7100	POWERPLANT		DROOP	20101122005	QUE
PT6C-67C	7200	ENGINE		FAILED	20101018001	QUE
PT6T-3	7260	RING RETAINING	MS166312325	BROKEN	20101119001	QUE
PT6T-3D	7100	POWERPLANT		FAILED	20101213005	QUE

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
PW119C	7100	POWERPLANT		FAILED	20101112002	ATL
PW120A	6100	PROPELLER		CRACKED	20101122002	QUE
PW120A	7100	POWERPLANT		FAILED	20101219003	QUE
PW121	7100	POWERPLANT		FAILED	20101006006	QUE
PW121	7100	POWERPLANT		FAILED	20101112001	ATL
PW121	7100	POWERPLANT		FAILED	20101115004	QUE
PW121	7910	OIL STORAGE		LEAKING	20101122006	QUE
PW123D	6110	PROPELLER		FAILED	20101229003	QUE
PW123D	7100	POWERPLANT		FAILED	20101109004	QUE
PW123E	520	IMPELLER- CENTRIFUGAL LP	3038060	EXCEED CYCLE LIMIT	20101018006	QUE
PW127	7100	POWERPLANT		FAILED	20101019004	QUE
PW127B	7100	POWERPLANT		LEAKING	20101115002	QUE
PW127F	6123	PROP FEATHERING		FAILED	20101109002	QUE
PW127F	6123	PROP FEATHERING		FAILED	20101229005	QUE
PW127F	6123	PROP FEATHERING		FLAME-OUT	20101219002	QUE
PW127F	7100	POWERPLANT		FAILED	20101115007	QUE
PW127F	7100	POWERPLANT		FAILED	20101122004	QUE
PW127F	7300	ENGINE CONTROL		FAILED	20101206001	QUE
PW127F	7532	BLEED VALVE		DAMAGED	20101130002	QUE
PW127F	7920	ENGINE OIL DIST		LEAKING	20101122007	QUE
PW127M	7100	POWERPLANT		FAILED	20101206002	QUE
PW150A	7100	POWERPLANT		FAILED	20101206005	QUE
PW150A	7100	POWERPLANT		OVERHEATED	20101229001	QUE
PW150A	7320	FUEL CONTROL		FAILED	20101006001	QUE
PW206C	7100	POWERPLANT		FAILED	20101206009	QUE
PW305A	7100	POWERPLANT		FAILED	20101006007	QUE
PW306A	7100	POWERPLANT		FAILED	20101122009	QUE
PW306A	7500	BLEED AIR SYSTEM		FAILED	20101006004	QUE
PW306B	7230	COMPRESSOR		LEAKING	20101229004	QUE
PW308A	7500	BLEED AIR SYSTEM		FAILED	20101206006	QUE
PW535B	7100	POWERPLANT		FAILED	20101206004	QUE
PW545A	7100	POWERPLANT		FLAME-OUT	20101122008	QUE
PW545A	7603	LEVER		FAILED	20101206007	QUE
PW545B	7100	POWERPLANT		LOW OIL PRESSURE	20101019002	QUE
PW545B	7530	COMPRESSOR BLEED CONTROL		FAILED	20101109003	QUE
PW615F-A	7100	POWERPLANT		FAILED	20101006002	QUE
PW617F-E	7100	POWERPLANT		FAILED	20101115006	QUE
PW901A	4920	APU ENGINE		LEAKING	20101019006	QUE
PW901A	7100	POWERPLANT		FAILED	20101115008	QUE
<b>PRATT &amp; WHITNEY-USA</b>						
R-1830-92	8500	ENGINE		FAILED	20101123001	PNR
<b>ROLLS ROYCE - GY</b>						
A250-C20	7250	#5 BEARING	6871505	SPALLED	20101001004	PNR
<b>TELEDYNE CONTINENTAL</b>						
TSIO-550-C	8550	GEAR SHAFT	655711	USED	20101102007	ONT
<b>TURBOMECA</b>						
ARRIEL 1B	7250	MO3 TURBINE	70BM031090	RUBBING	20101012008	PNR
ARRIUS 2F	7261	ENGINE	34597	DEBRIS	20101019003	PNR
<b>PROPELLER</b>						
<b>MCCAULEY</b>						
2A34C203C	6110	SLOT BLOCKS	CAB4746	CRACKED	20101104008	PAC
4HFR34C652-K	6110	PISTON ROD	D5170	NEW	20101214008	ONT

MAKE/ MODEL	JASC	PART NAME	PART No.	PART CONDITION	SDR No.	RGN
<i>MT PROPELLER</i>						
MTV-9-B-C/ C188-18A	6110	PROP NUT	C061C	SPLIT	20101019011	ONT
<b>EQUIPMENT</b>						
<i>AIRPATH</i>						
1001343	3423	COMPASS		ORIGINAL	20101209012	PAC
<i>AVIA</i>						
M8101	3210	THERMO RELIEF VALVE	MS28893C6	WORN	20101209010	PAC
<i>BAUMANN</i>						
BF2550A	3246	ROLL PIN	74322	CRACKED	20101013005	PAC
<i>BELL TEXTRON - CAN</i>						
110223060	1000	RIVET	1102230606	NEW	20101221005	PAC
<i>BOMBARDIER</i>						
82970014011	3232	CYLINDER	82970015105	CRACKED	20101105007	ATL
BOLT	1000	SHOULDER BOLT	LA87110025101	UNSERVICEABLE	20101124003	ATL
<i>CHAMPION</i>						
M29A8	7420	HARNESS LEADS		INCORRECT ORDER	20101223008	PAC
<i>CLEVELAND</i>						
401400	3245	TIRE TUBE	XA1AD	UNSERVICEABLE	20101202013	PNR
<i>DIAMOND - AS</i>						
D4171662100	8510	INDUCTION AIR FILTER	FR08504	UNSERVICEABLE	20101210003	PNR
<i>EDO</i>						
D30511	3246	FWD SPREADER BAR	D30511	CRACKED	20101115022	PAC
<i>FAIRCHILD</i>						
2721008017	2000	PIN	27525331	NEW	20101019021	PNR
<i>GARRETT</i>						
4078109001	8120	TURBOCHARGER	4078109001	FAILED	20101112006	PNR
<i>GOODRICH</i>						
314801	3426	OUTBD WHEEL HALF		CRACKED	20101015008	ATL
<i>KIDDE</i>						
898052	2621	FIRE EXTINGUISHER HALON	898052	SEAL DISTORTED	20101015009	PNR
<i>KING</i>						
KFC150	2210	ROLL BRIDAL CABLE	200042520000	FAILED	20101014005	PNR
<i>ONBOARD SYSTEMS</i>						
20025800	5347	MANUAL RELEASE CABLE	26800400	CRIMP PULLED OUT	20101101005	ONT
<i>SIKORSKY</i>						
9235115100	6320	MAIN MODULE HOUSING	9235115110046	CRACKED	20101109007	PAC
<i>SWEARINGEN</i>						
2762002001	2000	TUBE		NEW	20101014003	PNR
<i>TELEDYNE CONTINENTAL</i>						
642087A27	8011	SHAFT GEAR	649410	USED	20101123004	ONT
<i>TURBOMECA</i>						
6177103	7160	JET TUBE NOZZLE	617020100	NEW	20101105005	PNR

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### Canadian Aviation Regulations (CARs)

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